in composition, improvements in speed, timings, design of coaches, provision of additional on-board facilities and improvements in passenger amenities at stations are continuously made. Wide publicity through different media is also made to improve the patronization. Steps to improve patronization of trains are a continuous process.

Railway Archives

4765. SHRI AIMADUDDIN AHMED KHAN (DURRU): Will the Minister of RAILWAYS be pleased to state:

(a) whether a Railway Archives, compressing 150 years of history of Indian Railway, in four rooms, has been set up of late; and

(b) if so, what are the salient features thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) Yes, Sir.

(b) Collection of Railway documents such as books, reports, files, photographs, slides, pamphlets, magazines, drawings pertaining to historical aspects of Railways and making these available for reference to researchers and the visitors at the National Rail Museum.

Development of Diesel Rail Engine

4766. SHRIMATI AMBIKA SONI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have developed a 4000—hp diesel engine built in India under license from General Motors;

(b) if so, whether this new engine would be capable of pulling passenger trains at 160 km. per hour;

(c) whether these engine were earlier imported in 1999;

(d) if so, the cost of the imported engine; and

(e) the cost of the engine that has been developed in India?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) and (b) Yes, Sir.

(c) 21 nos. of 4000 horse power freight diesel locomotives were imported from Electromotive Division, General Motors, USA in 1999.

(d) The landed cost of these freight locomotives including custom duties was assessed at Rs. 14.71 crores per loco.

(e) The cost provided in the budget estimate 2002-03 is Rs. 12.75 crores per loco.

Modernisation of Railways in Orissa

4767. SHRI B.J. PANDA: Will the Minister of RAILWAYS be pleased to state:

(a) the details of new projects in hand or in the offing for development and modernisation of rail system in Orissa;

(b) the allocation of funds for gauge conversion, doubling of lines, laying of new lines, introduction of new trains, computerisation of reservation centres, construction of bridges and new offices or terminal facilities in the State; and

(c) the reasons for slow development in the State, as compared to other parts of the country?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) to (c) Details of ongoing projects in Orissa under planheads New lines, Gauage Conversion, Doubling and Railway Electrification including the outlay for the projects are at Appendix. Introduction of new trains and Planning for works under other planheads such as computerization, bridges, Traffic Facilities or Workshops and Production Units; and introduction of new trains are not done State-wise and the data on allocation of funds to these planheads is not maintained State-wise.

Status of each of the projects including reasons for slow progress if any, are also given in the Statement enclosed.